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CHAPTER FIVE

CIRCULATION

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CHAPTER FIVE

CIRCULATION

Circulation as used in this section of the plan refers to the means for transporting people and goods in and around the city and its surrounding region. Transporation systems have a great deal of influence on how a community has developed and will develop in the future. Availablity of transportation is a key factor in determining the type and density of development.

The City of Anderson is served by a variety of transportation facilities. These include streets/highways, bicycle routes, public transit, a railroad, and Redding Municipal Airport. This portion of the plan analyzes these facilities and systems. From this analysis are derived various proposals to accommodate future growth and improve current facilities. The major routes and facilities planned to serve the city are presented later in the "Proposed Routes" section and on the Planned Land Use Map. These proposals are carried out through the policies and implementation listed.

STREETS/HIGHWAYS

The network of streets and highways is the city's most important transportation facility. It brings the most people and goods into the community and provides the means for their distribution. To effectively do this the street pattern should facilitate movement to and from shopping, schools, work and other activity centers in the community. Making up this network

are routes of different types. These can be classified as freeway, expressway, arterial, major road, collector, and local street. Each of these is discussed below. Proper planning for each type of road is needed to support the land use plan. The specifications for these routes are detailed in the City Code and in Public Works standards.

Near the end of this section is the "Scenic Highway" subsection. It deals with state scenic highway issues.

Freeways and state highways, although not under the city's control, are addressed in this chapter and designated on the city's plan. Doing this allows us to acknowledge their influence on our street network and plan city routes compatibly with the state system. Freeways and state highways are the responsibility of the California Department of Transportation (Caltrans) and their alignments and specifications are determined by Caltrans. Both types of routes serve primarily through traffic users.

Freeway

Interstate 5, a limited access freeway, is the only route of this category in the Anderson planning area. It was constructed through the city and opened to traffic in 1966. This route bisects the city, separating the residential areas along the Sacramento River from the older portions of the community near the railroad.

The construction of Interstate 5 has produced a significant effect on traffic movements in the Anderson area. Traffic on

State Highway 273 has been reduced approximatley 50%. This reduction in traffic has a noticeable detrimental effect on the highway commercial uses located adjacent to the facility. Conversely, however, there has been considerable construction activity near the interchange with North Street and Balls Ferry Road and Interstate 5.

In order to gain more efficient access to the Anderson Central Business District two additional off ramps are proposed from the freeway. A southbound off ramp connecting to South Street, and a northbound off ramp connecting the freeway to the frontage road at North Street are proposed.

Expressway

State Highway 273 (old Highway 99) is an expressway facility paralleling the Southern Pacific Railroad tracks. The highway continues to be the major connection between the cities of Redding and Anderson. This route is four lanes with a median separation and controlled access. All crossing are at grade. There are no additional expressway routes planned for our area.

Arterial

These streets provide the major routes for traffic flow within the city. They connect the areas of high traffic generation, therefore, their function is to move large volumes of traffic and should be designed to perform that function. Typical rights-of-way for arterials are 96 feet with a 76 foot pavement width. There are circumstances where arterial right-of-ways are 96 feet within the city limits. Access from adjoining property should be avoided if at all possible to prevent interference with traffic flow.

Parking, if provided, may be converted to travel lanes if traffic warrants.

Major Road

This type of street would designate routes for moderate to high levels of traffic within the city. The "major road" designation is similar to an "arterial" except that traffic signals and stop intersections may be permitted where necessary. A typical "major road" right of way would be up to 96 feet wide and have four lanes of through travel. Turn pockets, medians, and bike lanes may be provided along the route. On-street parking would be avoided except in commercial areas where alternative parking sites are not available.

Collector

Collectors are minimum two lane streets with a minimum 60 foot right-of-way with limited access from cross streets. These streets transfer traffic from local streets to arterials, state highways, expressways, schools, employment and shopping areas. The design of collector streets should reflect this. Local streets should not cross a collector street; "T" intersections are preferred and good sight distance at intersections is necessary.

Local Streets

These are used to provide access to abutting property, locations for utility easements, and fire breaks between buildings. Carrying through traffic is a secondary function of local streets and they should be designed to discourage this use. Heavy trucks and buses should be excluded from these streets.

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Proposed Routes

The following streets have been proposed as arterials or major roads because of the areas they serve and their alignment relative to other routes.

Arterials

Balls Ferry Road from Stingy Lane southward;
South Street from West Anderson Drive to Route 273;
Ox Yoke Road;
West Anderson Drive;
Olinda Road;
East Street from North Street to Riverside Avenue;
New street from Deschutes to Shady Lane;
New street from East Street extension to 273 at Lassen Way;
New street from Olinda & West Anderson Drive to 273 near Rhonda and Deschutes Roads;
Deschutes Road from City Limits southward;
Riverside Avenue - full length;

Major Roads

North Street - full length;
Balls Ferry Road from South Street to Stingy Lane;
Stingy Lane - full length;
Deschutes Road, from Route 273 to City Limits;
McMurry Drive - full length;
Freeman Sreet - full length;
East Street from Balls Ferry Road to North Street;
Ventura Street - full length;
Rhonda Road - full length.

Wherever right-of-way is available to bring the above streets up to arterial or major road standards, it should be acquired as soon as possible in order to avoid rising land cost. Construction may be commenced when traffic warrants and funds become available.

A collector will be required in each new residential neighborhood to take traffic from local streets and to provide easy access to commercial areas, schools, arterials and the state highway system. A curved or broken alignment would be more desirable in order to deter major, through-traffic movement, to serve a greater area of a neighborhood and to encourage a system of

curved local streets, rather than grid patterns. This type of alignment should be encouraged in future developments and subdivisions, wherever the established city-county road pattern allows such design.

Streets designated as collectors:

Alexander Ave/Third Street - full length;
Diamond Street/Beacon Drive - full length;
Silver Street - full length;
Second Street from Fairgrounds Drive to ACID Canal;
West Center Street - full length;
East Center Street - full length;
Ferry Street from Ventura Street to East Center Street and from West Center Street to the high school;
Emily Drive - full length;
Bruce Drive - full length;
Unnamed Road from relocated Rhonda Road through 600 acre annexation;
North and South Barney Street;
Oak Street from Balls Ferry Road north to Alexander Avenue;
Marmac Road - full length;
Sharon Avenue - full length;
Driftstone Drive - full length;
Ganyon Drive - full length;
Shady Lane - full length;
Unnamed road from Anderson River Park to intersection of Balls Ferry Road and Stingy Lane;
Dodson Lane through Anderson River Park to Rupert Road;
Fairgrounds Drive from First Street to Third Street;
Briggs Street - full length;
Pinon Avenue - full length;
Lassen Way- full length;
Frontage Road, from Lassen Way to Third Street;
Unnamed Road from intersection at Shady Lane & Red Bud Drive southwesterly to new arterial;
Unnamed Road from North Street to Riverside Avenue;
Rupert Road - full length;
Unnamed road in 600 Acre Annexation.

Although the plan does not indicate local streets, it should be noted that they are an important element in community design. They provide a permanent framework for buildings and landscaping. No local street should be approved without first analyzing is function and compatibility with the entire traffic system.

Implementation

The city, along with developers, will probably have to assume the primary responsibility for improving the arterials and major roads. An effort should be made to work out a cooperative arrangement for development of new streets and improvement of existing streets designated as arterials or major roads.

Responsibility for developing new arterials and major roads will be shared between owners of abutting property and the city. It is important that rights-of-way for the streets be protected as soon as possible and obtained as part of proposed development.

New collector streets, mainly, will be the responsibility of the developer. The developer should assume full responsibility for constructing any collector street needed within his subdivision. Wherever possible, new collector streets, should be aligned with existing property lines to avoid the creation of unbuildable lots.

Standard street sections for arterials, collector and local streets are listed in the City Code. All travel lanes on arterial and collector streets shall be twelve feet in width and parking lanes where provided shall be eight feet wide. All city streets shall have curbs and gutters. A gutter should not be considered as part of a traffic lane width when it is of contrasting color and texture and when used in connection with a barrier curb. This design rule should be kept in mind whenever a parking lane is converted to a traffic lane in order to gain a greater capacity. When street sections, such as the ones proposed are used, the curb lane can easily be converted to a through lane by the removal of parking.

Traffic controls such as signals, stop signs and yield right-of-way signs should be used to guide, as well as to control, traffic movements. In new areas it is recommended that good design be used instead of signing. Curvilinear strets, "T" intersections, and varying street widths should be used as traffic controls rather than signing.

In the established portions of the city, stop signs should be used to help delineate arterial, collector, and local streets. Arterial streets should not have stop signs along their length, but all cross streets should be stop streets. Major roads may have stop signs placed where necessary, but these should be kept to a minimum. Collectors should have a limited number of stop signs along their length. They should be spaced at a three block minimum and erected only when the collector crosses an arterial street, major road or another collector. Local streets should have stop signs wherever they intersect an arterial, major road, collector, or a point where the accident potential is high.

Plan Lines

A Plan Line Ordinance is the most effective instrument for protecting needed rights-of-way for future streets or street widening. Following is a summary of what is meant by "Plan Lines".

A Plan Line is a proposal on the part of a governing body to widen a streets or intersection or to put in a new street of a certain width. Plan Lines are established by ordinances. After

the ordinance takes effect, no new structures may be placed within the plan lines unless approved by the City Council.

A Plan Line Ordinance does not automatically establish a new right-of-way width. The property affected must still be bought to condemned, and the owners compensated before improvements can be made. The Plan Lines establish new lines from which building setbacks are measured.

Other Improvements

The present city street system is in need of numerous repairs including grading, patching, resurfacing, rconstruction, installation of curb, gutter and sidewalk, and widening. These activities should include installation of storm drains, and replacement, repair, or installation of sewer and water lines where necessary.

Additional streets will be added to the present system as development takes place. These new routes will be required to meet city standards blending in with the existing system.

Presently there are six traffic signals in the City of Anderson located as follows: Highway 273/North Street intersection, Highway 273/South Street intersection, Highway 273/Pinon/Barney, Highway 273/Deschutes, Highway 273 & Factory Outlet Stores, and I-5 southbound off ramp at Deschutes Road.

If current development trends continue, additional traffic signals will be required to allow for the safe and harmonious flow of traffic through the city. The following intersections have been identified as those areas possibly requiring the installation of traffic signals, depending upon the nature, locality, and density of development.

Balls Ferry Road and McMurry Drive;
Balls Ferry Road and Shady Lane;
Balls Ferry Road and Ventura Street;
Balls Ferry Road and Stingy Lane;
Balls Ferry Road and East Street;
East and North Streets;
North Street and McMurry Drive;
McMurry Drive and Ganyon Drive;
Bruce Drive and Highway 273;
North and Riverside Avenue;
Stingy Lane and North Street;
North Street/Ventura and I-5 southbound off ramp;
Riverside Avenue and I-5 on and off ramps;
Alexander/Third Streets and Highway 273.

The installation of these traffic signals as development takes place and the implementation of repair projects on existing streets should provide for adequate circulation in the City of Anderson.

SCENIC HIGHWAYS

The purpose of this section is to preserve scenic highways by land use regulation, land and site planning, control of advertising, review of earth-moving and landscaping, and appearance of facilities along roadways having scenic value.

This section serves as the city's scenic highway element.

The steps to creation of an officially designated scenic highway are as follows:

1. The State Legislature must include the route in the master plan of State Highways Eligible for Official Scenic Highway designation (Section 263 of Streets and Highways Code) after a recommendation from the scenic Highways Advisory Committee.

2. Scenic Highway Element must be adopted by the City.

3. The City must request by resolution to the District Director of Transportation that a corridor survey and a highway facility study be made.

4. The City must show how it will protect and enhance the scenic corridor.

When designating a roadway as scenic the methodology above should be consulted to identify appropriate action and determine what controls are necessary to best achieve the desired levels of protection for the scenic environment.

To designate and maintain roads or highways as scenic requires an analysis of existing and proposed land use. Only areas planned to remain in their scenic state should be so designated.

At present no route which traverses the Anderson area is included in the list of eligible highways, and, therefore, cannot be officially designated a scenic highway at this time.

Probably the most scenic road in Anderson is through the Anderson River Park. Because of its location, the view from this

road is already being preserved by the present regulations placed upon the land by the city, and the Wildlife Conservation Board.

Policies:

1. Provide a street system which will adequately serve homes, business, industry, recreation and other uses as they develop according to the Land Use Plan.

2. The overall street pattern should have a functional relationship to land uses and accommodate future traffic volumes.

3. Traffic should be routed around, rather than through, residential neighborhoods.

4. Provide easy access for trucks and employees from employment ceners to major through routes.

5. Prefer curvi-linear streets with off-set intersections to grid pattern streets where possible.

Implementation:

1. Plan and develop a network of arterial and collector streets with proper consideration for existing and proposed circulation and land use patterns.

2. Pursue development of additional off-ramps at North Street and Balls Ferry Road interchanges.

3. Plan collector streets in residential and industrial areas to draw traffic from local streets to arterials and major roads.

BIKEWAYS

Another transportation resource available to community residents is bicycling. Anderson is well suited for this mode of transportation because of the fairly level terrain and present lack of heavy vehicle congestion on city streets.

"Bikeway" means all facilities that serve bicycle travel.

The following categories of bikeways are defined in Section 2373 of the Streets and Highways Code.

(a) Class I Bikeway (Bicycle Path or Bicycle Trail)

Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized.

(b) Class II Bikeway (Bicycle Lane)

Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.

(c) Class III Bikeway (Bicycle Route)

Provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

It is emphasized that the designation of bikeways as Class I, II and III should not be construed as a hierarchy of bikeways--that one is better than the other. Each class of bikeway has its appropriate application.

An important consideration is selecting the type of facility is continuity. Alternating segments of Class I and Class II (or Class III) bikeways along a route are generally incompatible, as street crossings by bicyclists are required when the route changes character. Also, wrong-way bicycle travel will occur on the street beyond the ends of bicycle paths because of the inconvenience of having to cross the street. Existing bikeways in the city include: .30 miles of bicycle paths, 3.35 miles of bicycle lanes and 1.14 miles of bicycle routes.

Proposed Bicycle Routes

Future proposals for bikeways in Anderson consist of establishment of a bicycle lane along that stretch of Balls Ferry Road which is to be widened. Other plans include bicycle lanes along Stingy Lane and Rupert Road, and bicycle routes along Silver Street, South Street, Pinon Avenue, and North Street and Riverside.

Policy:

Provide bicycle transportation facilities wherever feasible,

Where possible bicycle routes are proposed to lead to schools, shopping centers and recreational areas.

Implementation:

1. Plan bicycle routes to from a continuous system to connect as many parts of the city as possible.

2. Coordinate city bicycle routes with county and state bicycle routes.

3. Encourage greater support for bikeways.

PUBLIC TRANSIT

This mode of transportation has not been widely utilized in the Anderson area. In the past there have been attempts to establish a shuttle bus type system for transporting residents to and from Redding and other places in the region. Those attempts, however, were not successful and were terminated. The City Parks and Recreation Department does continue to operate a dial-a-ride program for persons 66 years of age or older who have no other means of transport and live in the designated program area.

The City of Anderson in conjunction with the Redding Area Bus Authority re-established a scheduled bus route in September of 1991. That service utilizes TDA funds and is on a trial basis for

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a certain period. At the end of the trial period the bus service will be evaluated to see if it wearrants continuation. The service as presently routed can transport persons in and around Anderson and Cottonwood to downtown Redding and return.

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RAILROAD

Traversing the city in a straight line northwest to southeast is the Southern Pacific rail line. It is one of the principal inter-regional routes carrying both passengers and freight through Anderson. Crossings are limited and restrict circulation in some parts of town. There are, however, no plans to change the present alignment or crossings.

AIRPORT

The use of air transportation has grown significantly over the past few years and will be used to an even greater extent in the future. The Redding Airport is a general aviation facility located approximately four miles north of Anderson. As the area grows, the airport will experience ever increasing use. The present facility will adequately serve the Anderson-Redding area through the foreseeable future with certain additions. Runway improvements are planned in the near future in order to better accommodate jet aircraft. The importance of this facility in furthering the industrial development of the Anderson-Redding area should be recognized by the city. Anderson should participate with the City of Redding and other interested agencies in the program of expansion and development of this facility. (See Land Use Section for Airport Specific Plan).

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CIRCULATION

The routes and facilities designated for future circulation are integrated with land use on the General Plan Map. The components of the circulation plan are the road network of arterials, major roads, collectors, and bikeway system. Air and water modes of transport are not shown on the circulation plan, but they were not excluded from consideration. The Redding Municipal Airport is outside our planning area but serves the entire north valley region as well as Anderson. The Sacramento River is limited to recreational boat use and therefore was not mapped.

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